

VICTORIA GOVERNMENT G A Z E T T E

No. S 26 Thursday 25 June 1987
By Authority F D Atkinson Government Printer Melbourne

SPECIAL

Road Safety Act 1986

PROCLAMATION OF COMMENCEMENT

I, Sir John McIntosh Young, Administrator of Victoria, acting with the advice of the Executive Council and under section 2 of the *Road Safety Act 1986* fix 1 July 1987 as the day on which the following provisions of the *Road Safety Act 1986* come into operation:

- (a) sections 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16 and 103 (3); and
- (b) items 5 and 6 of Schedule 3; and
- (c) items 1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 14, 15, 16, 17, 18.1, 18.2, 18.6, 18.7, 18.9, 20.1, 21.1, 21.2, 21.4, 22.1, 23, 24, 25, 26.2 (except paragraphs (a) (i), (a) (iii), (c) and (d)), 26.3 (except paragraph (a)), 27.6 (except paragraph (a)), 26.7, 26.11 (except paragraphs (a), (b), (c), (d), (e), (f), (g), (h), (i) (i), (j) and (k)), 27.1, 27.2, 28.2, 28.3, 28.5, 28.6, 28.7, 28.8, 28.9, 28.10, 28.11, 28.12, 28.13 (except paragraphs (a) and (d)), 28.17, 28.18, 29.1 (f), 29.2 (in its application to sections 35 (1) (b), 36, 39 (1), 64 (1), 65 (1), 94 (1) (a), 94 (2) (a), 94 (13), 95, 96 (1), 96 (2) (a), 97 (1) and (3), 98, 99 (1) and (3), 100 (1), 101 (1), 102 (1) and (2), 108 (1), 109 (1), (3), (4) and (5), 110 (1) and (5), 111 (1) and (2) and 112 (1) and (2) of the *Transport Accident Act 1986*), 29.4, 29.6 (b), 29.7, 29.14, 29.15, 29.16, 29.18 and 30 of Schedule 4.

Given under my hand and the seal of Victoria on 24 June 1987.

(L.S.)

JOHN McI. YOUNG
By His Excellency's Command
T. W. ROPER
Minister for Transport

Road Safety Act 1986

Section 10

NOTICE OF STANDARDS REQUIRED FOR REGISTRATION OF MOTOR VEHICLES AND TRAILERS

Take notice that in accordance with section 10 of the *Road Safety Act 1986* I, Thomas William Roper, Minister for Transport require compliance with the following Standards for registration relating to the construction, efficiency, performance, safety, design and equipment of and the method of identifying, motor vehicles and trailers.

The objective of this notice is to continue in force under the *Road Safety Act 1986* standards for registration that were formerly prescribed by the Motor Car Regulations 1984*.

Unless otherwise specified in this notice a standard applies to all classes of motor vehicles and trailers, and to all motor vehicles and trailers manufactured before or after the date of this notice.

The following Standards, and where the Standards make provision for or in relation to a matter by applying, adopting or incorporating any matter contained in any writing (not being a statutory rule or Act), a copy of the matter so applied, adopted or incorporated is available for inspection during normal office hours by members of the public without charge at the principal offices of the Road Traffic Authority at the corner of Lygon and Princes Streets, Carlton 3053.

Dated 24 day of June 1987.

T. W. ROPER
Minister for Transport

* S.R. No. 379/84 as amended by S.R. Nos. 216/85, 411/85, 66/86, 276/86, 395/86, 3/87, and 23/87

A further amendment to repeal provisions which are being replaced by this Notice is anticipated.

The clause numbering in Parts 5 and 6 of this Notice is identical with that used in the 1984 Regulations.

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101. Division.

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"Authority"

"Brake"

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"Commercial trailer"

"Conforming motor vehicle"

"Conforming trailer"

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"Gross vehicle mass"

"Independent braking system"

"Left side"

"Liquified petroleum gas"

"Mudguard"

"Multi purpose passenger car"

"Non-conforming motor vehicle"

"Non-conforming trailer"

"Over-run brakes"

"Omnibus"

"Passenger car"

"Passenger car derivative"

"Paved surface"

"Pole-type articulated vehicle"

"Prime mover"

"Private trailer"

"Repeater horn"

"Right side"

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PART 2—INTERPRETATION

Definitions

201. (1) In these Standards—

“Act” means the *Road Safety Act* 1986.

“Articulated vehicle” means a vehicle consisting of a prime mover and a semi-trailer.

“Australian Design Rule” means a document known as an Australian Design Rule adopted by the body of Commonwealth and State Ministers known as the Australian Transport Advisory Council, as amended from time to time by resolution of the Council.

“Authority” means the Road Traffic Authority established under the *Transport Act* 1983.

“Brake” means a device for directly or indirectly retarding or controlling the rotation of the wheels of a vehicle.

“Braking system” means all the mechanisms by which a brake on a vehicle, is operated, including the brake.

“Commercial trailer” means a trailer intended to be used in the course of trade or for the carriage of passengers or goods for hire or reward, but does not include a private trailer or a trailer referred to in paragraphs (a)–(e) of the definition of private trailer.

“Conforming motor vehicle” means a motor vehicle or semi-trailer which is constructed to include only the following axles or axle groups, namely:

- (a) in the case of a rigid motor vehicle or a prime mover—a single axle or a twinsteer axle group towards the front and a single axle or an axle group towards the rear of the motor vehicle or prime mover; and
- (b) in the case of a semi-trailer—a single axle or axle group towards the rear of the vehicle.

“Conforming trailer” means a trailer which is constructed to include only the following axles or axle groups, namely:

- (a) a single axle or axle group; or
- (b) an axle or axle group towards the front and an axle or axle group towards the rear but so that all the wheels on the front axle or axle group are connected to the steering mechanism for that part of the trailer.

"Dipped" in relation to the main beam of light projected by any head lamp, or a fog lamp, means deflected either downwards or both downwards and to the left so that in either case when the motor vehicle to which the lamp is fixed is standing on level ground the top of the main beam of light projected by the lamp:

- (a) at a distance of 8 metres in front of the motor vehicle—is not higher than the level of the centre of the lamp; and
- (b) at a distance of 25 metres in front of the motor vehicle—is not more than one metre higher than the level on which the motor vehicle is standing.

"Dipping device" means a device by which the driver of a motor vehicle while retaining a normal driving position—

- (a) can cause the main beam of light projected by a head lamp on the vehicle to be dipped; or
- (b) can extinguish a head lamp of the vehicle and simultaneously light a dipped head lamp.

"Discernible" means discernible under normal atmospheric conditions.

"Distinguishable" means distinguishable under normal atmospheric conditions.

"Effective range", in relation to a lamp on a motor vehicle, means the distance within which the lamp, when lit, will render easily discernible between sunset and sunrise a person dressed in dark clothing straight ahead of the vehicle.

"Emergency brake" means the hand brake or other brake which is used in an emergency or as an auxiliary to the service brake.

"Gross vehicle mass" means the maximum laden mass of the vehicle as specified by its manufacturer.

"Independent braking system" means a braking system which is actuated by means entirely distinct from the means of actuation of any other braking system on a motor vehicle (except that any drum, disc or part on which a shoe or band or friction pad makes contact may be common to more than one braking system).

"Left side" means left-hand or near side.

"Liquified petroleum gas" means a liquid which is a mixture of hydro-carbons basically consisting of butanes or butenes or propane or propene or any mixture of all or any of them.

"Mudguard" means a device constructed of rigid material, with or without a flexible flap, which will, so far as is practicable, catch or deflect downwards mud or water thrown up to the rear of a wheel of a vehicle.

"Multi purpose passenger car" means a motor vehicle which—

- (a) is designed principally for the conveyance of not more than 8 persons; and
- (b) is constructed either on a truck chassis or with special features for off-road operation.

"Non-conforming motor vehicle" means a motor vehicle or semi-trailer which is not a conforming motor vehicle.

"Non-conforming trailer" means a trailer which is not a conforming trailer.

"Over-run brakes" means brakes which—

- (a) operate on the wheels of a trailer attached to a motor vehicle; and
- (b) are activated by the deceleration of the motor vehicle.

"Omnibus" means a motor vehicle—

- (a) constructed for the carriage of passengers; and
- (b) equipped to seat more than 8 adult persons (including the driver).

"Passenger car" means a motor vehicle, constructed principally for the carriage of passengers but does not include a motor cycle multi purpose passenger car or omnibus.

"Passenger car derivative" means a motor vehicle having a utility or panel van type body in which the forward part of the body form and the greater part of the mechanical equipment are the same as those in a passenger car manufactured by the manufacturer of the motor vehicle.

"Paved surface" means a surface constructed of bitumen, concrete or other impervious paving material.

"Pole-type articulated vehicle" means an articulated vehicle the rear part of which has no tray or bin but where the load is borne partly on one or more cross bars or bolsters on the front part and partly on one or more cross bars or bolsters on the rear part.

"Prime mover" means a motor vehicle which is constructed for connecting to a semi-trailer.

"Private trailer" means a trailer (other than a commercial trailer) constructed or adapted for being drawn by a motor vehicle but does not include—

- (a) a device constructed and used exclusively—
 - (i) as an agricultural implement; or
 - (ii) for transporting the combs of a grain header; and
- (b) a bulk bin used exclusively for holding grain; and
- (c) a vehicle constructed and used exclusively for the carriage of bulk fruit bins; and
- (d) a vehicle used wholly for purposes other than the carriage of a boat and—
 - (i) weighing less than 200 kilograms unladen; and
 - (ii) the width of which does not exceed the width of any likely towing vehicle; and
 - (iii) the length of which including the tow-bar and the load (if any) carried on the vehicle does not exceed 3 metres; and
- (e) a semi-trailer.

"Repeater horn" means a device which generates a double sound alternating between tones or frequencies on a regular time cycle.

"Right side" means right-hand or off side.

"Semi-trailer" means a vehicle without its own motive power which is capable of being drawn by a prime mover in such a way that it is attached to and pivoted on the prime mover by imposition on it on or in front of the rear axle of the prime mover so that the semi-trailer is free to turn relative to the prime mover when the prime mover is rounding a curve and so that part of the mass of the semi-trailer and of any load carried on it is borne by the prime mover.

"Service brake" means the foot brake or other brake which is normally used to decelerate a motor vehicle.

"Special vehicle" means a motor vehicle which—

- (a) is steered by means of a handle bar; and
- (b) is designed to carry not more than one person; and
- (c) has 3 or 4 wheels; and
- (d) has a maximum overall width not exceeding 1.15 metres; and
- (e) has an unladen mass not exceeding 210 kilograms; and
- (f) is owned—
 - (i) by a primary producer who does not use it except—
 - (A) in connection with his business as a primary producer; or
 - (B) for travel between his premises and the premises of another primary producer carrying on business as a primary producer within a radius of 25 kilometres from the residence of the vehicle's owner so that the vehicle may be used on the land of that primary producer; or
 - (ii) by a Municipal Council or public authority who do not use it except in connection with the functions of the Council or authority.

"Three wheeled motor vehicle" means a motor vehicle which has 3 wheels but does not include a motor cycle to which a side-car is attached.

"Trailer" means a commercial trailer or private trailer.

"Visible" means visible under normal atmospheric conditions.

"Wheel" means a wheel which, when the vehicle to which it is attached is in use, is in contact with the ground.

"Wheel-base" means the distance being—

- (a) in the case of a motor vehicle (other than an articulated vehicle) or trailer which has—
 - (i) 2 axles—the distance between the centre line of the front axle and the centre line of the rear axle; and

- (ii) 3 axles and the intermediate axle is nearer to the rear axle than to the front axle—the distance between the centre line of the front axle and a line mid way between the centre line of the other 2 axles; and
- (iii) 3 axles and the intermediate axle is nearer to the front axle than to the rear axle—the distance between the centre line of the front axle and the centre line of the rear axle; and
- (iv) 4 axles—the distance between the centre line of the front axle and a line mid way between the centre lines of the rear axle and the axle next to the rear axle; and
- (b) in the case of an articulated vehicle which has—
 - (i) 3 axles—the distance between the centre line of the intermediate axle and the centre line of the rear axle; and
 - (ii) 4 axles, 2 of which are attached to the semi-trailer—the distance between the centre line of the axle nearest to the front axle and a line mid way between the centre lines of the 2 axles attached to the semi-trailer; and
 - (iii) 4 axles, 3 of which are attached to the prime mover and the intermediate axle of the prime mover is nearer to the rear of the prime mover than to the front axle—the distance between the centre line of the axle attached to the semi-trailer and a line mid way between the centre lines of the rear axle attached to the prime mover and the axle next to the rear axle; and
 - (iv) 4 axles, 3 of which are attached to the prime mover and the intermediate axle of the prime mover is nearer to the front axle than to the rear axle of the prime mover—the distance between the centre line of the rear axle of the prime mover and the centre line of the axle of the semi-trailer; and
 - (v) 5 axles, 3 of which are attached to the prime mover and the intermediate axle of the prime mover is nearer to the rear axle of the prime mover than to the front axle—the distance between a line mid way between the centre lines of the intermediate axle and the axle following the intermediate axle and a line mid way between the centre lines of the 2 axles attached to the semi-trailer; and
 - (vi) 5 axles, 3 of which are attached to the prime mover and the intermediate axle of the prime mover is nearer to the front axle than to the rear axle of the prime mover—the distance between the centre line of the intermediate axle and a line mid way between the centre lines of the axles attached to the semi-trailer; and
 - (vii) 5 axles, 4 of which are attached to the prime mover—the distance between the centre line of the axle attached to the semi-trailer and a line mid way between the centre lines of the rear axle attached to the prime mover and the axle next in front of that rear axle; and
 - (viii) 6 axles, 4 of which are attached to the prime mover—the distance between a line mid way between the centre lines of the rear axles of the prime mover and the axle next in front of those axles and a line mid way between the centre lines of the 2 axles of the semi-trailer.

“Windscreen” means the main front windscreen of a vehicle but does not include a wind deflector or other subsidiary windscreen.

(2) In these standards a reference to a distance between 2 lines means the distance measured at right angles between the lines when they are parallel.

(3) If an Australian Design rule refers to another document that other document is to be deemed to be part of that Australian Design Rule.

(4) In these standards a row of asterisks following a clause number means that there is no provision in that clause.

(5) In these standards a reference to a vehicle includes its equipment.

PART 3—SPECIAL VEHICLES

Application to Special Vehicles

301. Parts 5 and 6 of these Standards do not apply to a special vehicle if—

- (a) a person in a normal driving position in the vehicle would have a clear view of the traffic to its front and sides; and

- (b) it has steering gear and steering arms and connections that cannot accidentally detach or overlock; and
- (c) it can turn both left and right and in each case within a circle not exceeding 25 metres in diameter as determined by reference to the outer edge of the tyre track at ground level; and
- (d) its tyres have no apparent defects which could make its use unsafe; and
- (e) when travelling on a dry smooth surface which is free from loose material—
 - (i) at 35 kilometres an hour—it can be stopped with one sustained application of the service brake within 14.5 metres; and
 - (ii) at any speed—it can be decelerated by one sustained application of the service brake at a sustained rate of not less than 3.2 metres a second; and
- (f) its emergency brake can hold it stationary on both an up-grade and a down-grade; and
- (g) it has the equipment specified in column (1) of Table A which complies with the provision of these Standards specified in column (2).

TABLE A

<i>Column 1</i>	<i>Column 2</i>
<i>Equipment</i>	<i>Clause</i>
One dipped headlamp	513, 514 (1), 514 (2) (except (b) (iii)), 517 (1)
One rear red lamp	513, 525 (1), 525 (3) and (4)
One number plate lamp	526, 527
One brake lamp	513, 533 (3) (except (c) and (d))
Two or 4 amber signal lamps	513, 535 (2) (a) (except that the lamps must be not less than 50 centimetres apart), 535 (2) (b) (except that the lamps must be not less than 30 centimetres apart), 535 (6)
One rear red reflector	539 (1), 539 (2) (b)
Braking system	545, 546 (except (2))
Warning instrument	558
Rear vision mirror or mirrors	560 (1)

PART 4—SPECIALLY CONSTRUCTED VEHICLES**Meaning of Specially Constructed Vehicle**

401. In this Part "specially constructed vehicle" means a motor vehicle of a type specified in Table B unless the vehicle is a motor cycle, passenger car, passenger car derivative, multi purpose passenger car or omnibus.

TABLE B

Specially Constructed Vehicles

Asphalt Spreader	Concrete Dumper
Auto Header	Combine
Back Actor	Combine Harvester
Back-end Loader	Crawler Trencher
Back Hoe	Digger
Bean Harvester	Ditcher
Bottom Dump Truck	Dozer Shovel
Bucket Loader	Dragline Excavator
Bull Dozer	Dragline Shovel
Bull Grader	Drain Digger
Bull Loader Shovel	Dumper
Carry Lift Platform	Duo Pactor
Coal Loader	Earth Ditcher

Earth Scoop	Road Grader
Excavator	Road Heater-Planer
Footpath Roller	Road Packer
Fork Lift	Road Paver
Fork Loader	Road Roller
Front End Loader	Road Sweeper
Golf Buggy	Rock Ripper
Golf Car	Rotary Mower
Grader	Sand Cleaner
Grain Combine	Scarifier
Grass Cutter	Scoop
Harvester	Scoopmobile
Hauler	Scraper Dozer
Hay Bailer	Self-propelled Windrower
Header	Service Ditcher
Invalid Chair	Shovel Loader
Invalid Runabout	Skid
Lawn Roller	Skidder
Lawn Sulky	Side Loader
Line Marking Machine	Sprayer
Mini Paver	Stone Loader
Motorised Wheel Chair	Street Sweeper
Mower	Sweeper Loader
Overhead Loader	Towmotor
Pavement Roller	Tractor
Paver	Tractor-loader
Paymower	Tractor Shovel
Power Buggy	Trailer Crane
Power Grader	Trench Digger
Rear Blade	Trencher
Rear-end Loader	Trench Hoe
Ripper	Wheel Log Loader

Application to Specially Constructed Vehicles

402. (1) Subject to sub-clause 2, these Standards do not apply to specially constructed vehicles.

(2) Part 5 and clauses 616, 655, 661, 663, 666, 667, 668, 669 and 670 apply to specially constructed vehicles unless the Authority gives the owner of the vehicle written advice that it has determined—

- (a) that the vehicle is not designed primarily for carrying passengers or goods along a highway; and
- (b) that by reason of the special construction or function of the vehicle it would be unreasonable or impracticable to require the vehicle to comply with a provision of these Standards specified in the notice.

PART 5—GENERAL STANDARDS OF CONSTRUCTION AND EQUIPMENT FOR MOTOR VEHICLES AND TRAILERS

Ability to Travel Backwards and Forwards

501. A motor vehicle which when unladen weighs more than 300 kilograms must be capable of moving both backwards and forwards.

Maximum Forward Projection of Semi-trailer

502. No portion of a semi-trailer must project for a distance of more than 1.9 metres radially forward of the axis of the pivot pin.

Chassis Alterations

503. The chassis of a motor vehicle, trailer or semi-trailer must not have been altered without the Authority's approval.

Front and Rear Projection

504. (1) Subject to sub-clause (2), no part of—

- (a) a non-conforming motor vehicle the length of which is 9.5 metres or less; or
- (b) a non-conforming semi-trailer; or
- (c) a non-conforming trailer; or
- (d) a private trailer having 2 or more axles,

must project to the rear beyond the centre of the rear axle for a distance greater than 50% of the wheel-base or 2.9 metres, whichever is the lesser.

(2) Where a vehicle referred to in sub-clause (1) projects to the front beyond the centre line of the front axle for a distance of not less than 30% of the wheel-base, a part of the vehicle may project to the rear beyond the centre line for a distance not greater than 60% of the wheel-base or 2.9 metres, whichever is the lesser.

Ground Clearance

505. (1) A motor vehicle or trailer must not have a ground clearance less than that specified in Table C.

TABLE C

<i>Column 1</i>	<i>Column 2</i>
<i>Distance between any 2 Consecutive Axles</i>	<i>Ground Clearance</i>
	<i>Centimetres</i>
(a) Over 370 centimetres but not over 670 centimetres	20
(b) Over 670 centimetres but not over 730 centimetres	23
(c) Over 730 centimetres but not over 790 centimetres	25
(d) Over 790 centimetres but not over 820 centimetres	28
(e) Over 820 centimetres but not over 910 centimetres	29
(f) Over 910 centimetres but not over 970 centimetres	32

(2) In this clause "ground clearance" means the minimum vertical distance measured not closer than one metre to any axle from the underside of a motor vehicle or trailer to ground level when the motor vehicle or trailer is standing on flat level ground under loaded conditions.

(3) The lowest point on any cross section within the limits defined in sub-clause (2) must be the longitudinal member or members of the vehicle chassis. The under surfaces of these members must be free from any projections, steps or irregularities. If the under surface of a vehicle chassis does not comply with these requirements the minimum clearances shown in Table C are increased by 7.5 centimetres.

Driver's View

506. A motor vehicle must be constructed so that its driver has a sufficient view of traffic to its front and sides to enable the driver to drive it safely.

Protection for Driver

507. In the case of a motor vehicle which is—

- (a) designed for the carriage of 9 or more passengers; and
- (b) constructed so that the chassis construction or the placement of the engine or other rigid components of the vehicle do not provide adequate protection for the driver and driving controls of the vehicle—

additional protection must be provided immediately in front of the driver and driving controls to the Authority's satisfaction.

Turning Circle

508. A motor vehicle must be able to turn both left and right and in each case within a circle not exceeding 25 metres in diameter as determined by reference to the outer edge of the tyre track at ground level.

Safety of Steering Gear

509. (1) The steering gear of a motor vehicle and all steering arms and connections must be incapable of accidental detachment or overlocking.

(2) If the steering mechanism of a motor vehicle designed to carry 9 or more passengers is placed in such a position that it is likely to be affected by impact with any other vehicle or obstacle, the mechanism must be provided with adequate protection to the Authority's satisfaction.

Position of Steering Wheel

510. (1) Subject to sub-clause (2), the steering wheel of a motor vehicle must not be placed on the left side of the motor vehicle.

(2) Sub-clause (1) does not apply—

(a) if—

- (i) the vehicle was first registered before 1 October 1949; and
- (ii) the registration of the vehicle has been annually renewed since it was first registered; and
- (iii) it has the words 'LEFT-HAND DRIVE' displayed legibly on its rear in letters at least 75 millimetres high and of proportionate breadth and in clear contrast with the background; or

(b) the motor vehicle complies with conditions and limitations determined by the Authority and—

- (i) the vehicle is constructed for a special purpose other than the carriage of passengers; or
- (ii) the vehicle is designed to be used to carry goods for reward or hire, or in the course of trade and is constructed and used for a special purpose.

Tyres

511. A tyre fitted to a motor vehicle or trailer must be free from any apparent defect which could make use of the vehicle unsafe.

512. ****

LIGHTING EQUIPMENT—LAMPS**General Provision—Pairs of Lamps**

513. Where these Standards require or permit 2 lamps of the same kind to be fixed to a vehicle those lamps must be fixed so that their centres are at the same height above ground level.

General Provision—Head Lamps and Additional Head Lamps

514. (1) A head lamp or additional head lamp on a vehicle must when lit—

- (a) show no light except a white light; and
- (b) project its main beam of light ahead of the vehicle; and
- (c) be capable of illuminating the highway.

(2) If a vehicle has 2 head lamps they must be—

- (a) of approximately equal wattage; and
- (b) except in the case of motor cycles—fixed so that their centres are—
 - (i) on opposite sides of the front of the vehicle; and
 - (ii) equidistant from the longitudinal axis of the vehicle; and
 - (iii) not less than 60 centimetres apart.

(3) If a vehicle has 2 additional head lamps or 2 pairs of additional headlamps they must be—

- (a) of approximately equal wattage; and
- (b) except in the case of motor cycles—fixed so that their centres are—
 - (i) on opposite sides of the front of the vehicle; and
 - (ii) equidistant from the longitudinal axis of the vehicle; and
 - (iii) not less than 60 centimetres apart.

(4) A head lamp or additional head lamp on a vehicle first registered on or after 1 July 1953, must be fixed so that the height of the centre of the lamp above ground level is not less than 60 centimetres nor more than 1.4 metres.

Dipping Device

515. (1) A motor vehicle manufactured after 1934 must be equipped with a dipping device.

(2) Sub-clause (1) does not apply to a motor cycle with an engine capacity of not more than 150 cubic centimetres.

Certain Head Lamps must always be Dipped

516. (1) When—the head lamp of a motor vehicle without a dipping device is lit the main beam of light projected by the lamp must be dipped.

(2) Sub-clause (1) does not apply to a motor cycle with an engine capacity of not more than 150 cubic centimetres.

Effective Range of Head Lamps, &c.

517. (1) A head lamp of a motor vehicle with a dipping device must have an effective range of not less than 50 metres when the dipping device is not in use and not less than 25 metres when it is in use.

(2) A head lamp of a motor vehicle without a dipping device must have an effective range of not less than 25 metres.

(3) Sub-clauses (1) and (2) do not apply to a motor cycle with an engine capacity of not more than 150 cubic centimetres but a head lamp on such a vehicle must have an effective range of not less than 12 metres.

Head Lamps on Motor Vehicles

518. Unless these Standards provide otherwise a motor vehicle must have 2 head lamps.

Head Lamps and Side Lamps on Three-wheeled Motor Vehicles

519. (1) A three-wheeled motor vehicle which—

- (a) is steered by means of a handle bar or handle bars; and
- (b) does not exceed 1.1 metres in width—

must have one head lamp fixed to the centre of the front of the vehicle.

(2) A three-wheeled motor vehicle which—

- (a) is steered by means of a handle bar or handle bars; and
- (b) exceeds 1.1 metres in width—

must have one head lamp but may have 2 head lamps.

(3) If a vehicle referred to in sub-clause (2) has one head lamp and if its width exceeds 2.15 metres—

- (a) the head lamp must be in the centre of the front of the vehicle; and
- (b) a lamp not exceeding 7 watts in power which, when lit, shows a white light visible at a distance of 180 metres from the front of the vehicle must be fixed to each side of the vehicle so that—
 - (i) the centre of each lamp is not more than 1.5 metres above ground level; and
 - (ii) no part of the vehicle on the side to which the lamp is fixed projects more than 15 centimetres laterally beyond the centre of the lamp.

Head Lamp on Motor Cycle

520. A motor cycle must have one head lamp but may have 2 head lamps.

Additional Head Lamps

521. (1) A motor vehicle which is required to have, or may have, 2 head lamps may also be equipped with 2 additional head lamps or 2 pairs of additional head lamps.

(2) A motor vehicle which is required to have one head lamp may also be equipped with one additional head lamp.

(3) An additional head lamp on a vehicle must not—

- (a) be capable of being alight (unless dipped) when the head lamp of the vehicle is dipped; and
- (b) be further from the longitudinal axis of the vehicle than a head lamp that is capable of being dipped.

522. ****

Front Lamp on Side-car

523. (1) There must be fixed to a side-car attached to a motor cycle a lamp of a power not exceeding 7 watts which, when lit, shows a white light visible at a distance of not less than 180 metres from the front of the side-car.

(2) The lamp referred to in sub-clause (1) must be fixed so that no part of the side-car projects laterally more than 30 centimetres beyond the centre of the lamp on the left side of the side-car.

Parking Lamps

524. (1) There must be fixed to each side of the front of a motor vehicle (not being a motor cycle) a lamp of a power not exceeding 7 watts which, when lit, shows a white light visible at a distance of 180 metres from the front of the vehicle.

(2) The parking lamps fixed to a motor vehicle first registered on or after 1 July 1953 must be fixed so that—

- (a) their centres are equidistant from the longitudinal axis of the motor vehicle; and
- (b) no part of the motor vehicle extends laterally on the same side of the lamp more than 50 centimetres beyond the centre line of the lamp; and
- (c) the distance between their centres is not less than 60 centimetres.

(3) A parking lamp on a motor vehicle first registered on or after 1 January 1970 must be wired so that—

- (a) if already lit, it will remain lit; or
- (b) if not already lit, it will become lit—

when any head lamp or additional head lamp on the vehicle is lit.

Rear Red Lamps

525. (1) There must be fixed to the rear of a motor vehicle, trailer or semi-trailer one or more lamps of a power not exceeding 7 watts which, when lit, shows red light visible at a distance of 180 metres from the rear of the vehicle.

(2) A rear red lamp must be fixed to the vehicle so that the centre of the lamp is not more than one metre above ground level.

(3) If a vehicle has only one rear red lamp the lamp must be in the centre or to the right side of the centre of the rear of the vehicle.

(4) If a vehicle has 2 or more rear red lamps one must be on the right side of the rear of the vehicle.

Number Plate Lamps

526. (1) There must be fixed to the rear of—

- (a) a motor vehicle, commercial trailer or semi-trailer; and
- (b) a private trailer intended to be used on a highway between sunset and sunrise—

one or more lamps which, when lit, will illuminate with white light a number plate fixed to the rear of the vehicle to render every letter, figure and symbol on the number plate easily discernible at a distance of 20 metres from the rear of the vehicle.

(2) A number plate lamp may also be a rear red lamp or a separate lamp.

(3) A number plate lamp must not project white light to the rear of the vehicle otherwise than by reflection on the vehicle's rear plate or by reflection on its body or on the highway.

(4) A number plate lamp must not obstruct the view of a person seeking to read the identifying number shown on the number plate lit by it.

Wiring of Number Plate Lamp and Rear Red Lamp

527. A lamp referred to in clause 525 or 526 must—

- (a) be wired so that—
 - (i) if the lamp is already lit, it will remain lit; or
 - (ii) if not already lit, it will become lit;when a head lamp or additional head lamp or parking lamp on the vehicle is lit; or
- (b) have an external switch controlling the lamp that is placed so that the lamp cannot be extinguished without stopping the vehicle.

Clearance Lamps—Front

528. (1) There must be fixed to each side of—

- (a) a prime mover (whatever its width); and
- (b) any other motor vehicle which is 2.15 metres wide or more—

a lamp of a power not exceeding 7 watts, which, when lit, shows an amber light visible at a distance of 180 metres from the front of the vehicle.

(2) A front clearance lamp must be fixed so that when the lamp is lit, no part of the vehicle projects on the side to which the lamp is fixed for a distance of more than 15 centimetres laterally beyond the centre of the lamp.

(3) A front clearance lamp fixed to a vehicle first registered on or after 1 July 1953 must be fixed so that the centre of the lamp is at least 75 centimetres higher than the centre of any head lamp or additional head lamp on the vehicle.

529. *****

Clearance Lamps—Rear

530. (1) There must be fixed to each side of the rear of a vehicle which is 2.15 metres wide or more a rear clearance lamp not exceeding 7 watts which, when lit, shows red light visible at a distance of 180 metres from the rear of the vehicle.

(2) A rear clearance lamp must be fixed so that no portion of the vehicle projects on the side to which the lamp is fixed for a distance of more than 15 centimetres laterally beyond the centre of the lamp.

(3) This requirement is additional to any other requirement for a rear red lamp imposed by clause 525.

Side Marker Lamps

531. (1) There must be fixed to each side of—

- (a) an articulated vehicle (whatever its width); and
- (b) a trailer which is 2.15 metres wide or more—

side marker lamps not exceeding 7 watts which, when lit, show amber light to the front of the vehicle and red light to the rear of the vehicle visible in each case at a distance of 180 metres from the vehicle.

(2) Except in the case of a pole-type articulated vehicle the number of side marker lamps fixed to each side of a semi-trailer or trailer must be—

- (a) if its length exceeds 7.3 metres—at least 3; and
- (b) if its length does not exceed 7.3 metres—at least 2.

(3) All side marker lamps fixed to an articulated vehicle (other than a pole-type articulated vehicle) must be fixed to the semi-trailer.

(4) Side marker lamps fixed to a semi-trailer (other than a pole-type articulated vehicle) or trailer, must be fixed so that—

- (a) the centre of the foremost side marker lamp is not more than 15 centimetres from the foremost point of the side; and
- (b) the centre of the rearmost side marker lamp is not more than 30 centimetres from the rearmost point of the side; and
- (c) the centre of any other side marker lamp is equidistant from the centres of the 2 side marker lamps between which it is placed.

(5) There must be fixed to each side of a pole-type articulated vehicle 2 side marker lamps fixed so that—

- (a) one is fixed to each side of the foremost cross bar or bolster; and
- (b) one is fixed to each side of the cross bar or bolster which is immediately adjacent to the rearmost trailing axle of the vehicle unless there are 2 cross bars or bolsters so adjacent in which case the following provisions must be complied with—
 - (i) a lamp which, when lit, shows an amber light to the front must be fixed to each side of the foremost of the cross bars or bolsters; and
 - (ii) a lamp which, when lit, shows a red light to the rear must be fixed to each side of the rearmost of the cross bars or bolsters; and

(iii) the lamps must otherwise comply with the requirements of these Standards in respect of the position, power and visibility of side marker lamps.

(6) A side marker lamp fixed to an articulated vehicle or trailer must be fixed so that no portion of the vehicle projects on the side to which the lamp is fixed for a distance of more than 15 centimetres laterally beyond the centre of the lamp.

(7) Every side marker lamp on a vehicle must be fixed so that its centre is the same height above ground level as any other side marker lamp on the vehicle.

(8) Rearmost side marker lamps may also be rear clearance lamps or separate lamps.

Lamps for Destination Signs &c.

532. (1) A route or destination sign on an omnibus and a dome light on a taxi may be equipped with a lamp not exceeding 7 watts which, when lit, illuminates the destination sign or dome sign with white light.

(2) An ambulance may be equipped with one or more lamps which, when lit, show the word 'AMBULANCE' or illuminate a sign recognized as that of an ambulance service.

Brake Lamps

533. (1) There must be fixed to—

- (a) a motor vehicle (not being a motor cycle) manufactured after 1934 and first registered before 7 March 1972; and
- (b) a motor cycle the engine capacity of which exceeds 150 cubic centimetres; and
- (c) a combination of motor cycle and side car; and
- (d) a trailer first registered before 7 March 1972; and
- (e) a tractor manufactured after 1934—

at least one brake lamp.

(2) There must be fixed to—

- (a) a motor vehicle (not being a motor cycle or tractor) or trailer first registered on or after 7 March 1972; and
- (b) a semi-trailer—

at least 2 brake lamps.

(3) A lamp referred to in sub-clause (1) or (2) must—

- (a) be fixed at the back of the vehicle; and
- (b) when lit, display a clear red light to the rear of the vehicle plainly visible at a distance of 30 metres; and
- (c) be fixed so that the centre of the lamp is not more than 1.5 metres or less than 40 centimetres above ground level; and
- (d) be fixed—
 - (i) in the case of a vehicle with only one brake lamp—in the centre or to the right side of the centre of the vehicle; and
 - (ii) in the case of a vehicle with 2 or more brake lamps the number of which is an even number—symmetrically on each side of the longitudinal axis of the vehicle; and
 - (iii) in the case of a vehicle with 3 or more brake lamps, the number of which is an odd number—so that one brake lamp is in the centre of the vehicle and the remaining lamps are fixed symmetrically on each side of the longitudinal axis of the vehicle; and
- (e) be wired so that they light when—
 - (i) the service brake is applied; and
 - (ii) in the case of a semi-trailer or a trailer—any device which independently actuates the brakes fitted to the semi-trailer or trailer is applied.

(4) A brake lamp referred to in sub-clause (1) or (2) may be wired so that it lights when the vehicle is suddenly decelerated.

(5) A device operating a brake lamp in accordance with sub-clause (4) must not—

- (a) interfere with the operation of the brake lamp as required by the sub-clause (3) (e); or
- (b) operate except on sudden deceleration; or

(c) cause the brake lamp to remain lit if a malfunction of the device occurs.

(6) Despite sub-clauses (1) and (2) a brake lamp is not required to be fixed to a trailer the dimensions of which, are such as to be unlikely to obscure a brake lamp fixed to any towing vehicle.

(7) Sub-clause (6) does not apply in respect of a commercial trailer which exceeds 250 kgs tare mass.

Reversing Lamps

534. (1) There may be fixed to the rear of a motor vehicle or trailer one or 2 reversing lamps which, when lit, show white or amber light to the rear of the vehicle.

(2) A reversing lamp must be—

(a) fixed so that—

(i) its centre is not more than one metre above ground level; and

(ii) its main beam of light strikes the ground at a distance of not more than 5 metres from the rear of the vehicle; and

(b) wired so that it does not light except when the vehicle is reversing or when any reversing gear is engaged.

Signal Lamps

535. (1) A motor vehicle or trailer—

(a) may have; and

(b) if first registered on or after 1 September 1966 must have—

signal lamps or directional indicators constructed and fitted in accordance with this clause.

(2) In the case of a motor vehicle (other than a motor cycle, a motor vehicle exceeding 7.3 metres in length or an articulated vehicle) the signal lamps must consist of—

(a) 2 lamps fixed on opposite sides of and equidistant from any point on the longitudinal axis of the vehicle which, when lit, are plainly visible from both the front and the rear of the motor vehicle at a distance of 30 metres; or

(b) 4 lamps—

(i) 2 of which are fixed on or towards the front of the vehicle not less than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the motor vehicle which, when lit, are plainly visible from the front of the motor vehicle at a distance of 30 metres; and

(ii) 2 of which are fixed on or towards the rear of the vehicle not less than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the motor vehicle which, when lit, are plainly visible from the rear of the vehicle at a distance of 30 metres.

(3) In the case of a motor vehicle exceeding 7.3 metres in length or an articulated vehicle the signal lamps must consist of—

(a) (i) 2 lamps fixed on or towards the front of the motor vehicle not less than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the vehicle which, when lit, are plainly visible from both the front and the rear of the vehicle at a distance of 30 metres, with an illuminated lens area of not less than 75 square centimetres showing to the front; or

(ii) 4 lamps fixed on or towards the front of the vehicle 2 of which, when lit, are plainly visible from the front of the motor vehicle at a distance of 30 metres, with an illuminated lens area of not less than 75 square centimetres and 2 of which, when lit, are plainly visible from the rear of the motor vehicle at a distance of 30 metres; and

(b) 2 lamps fixed on or towards the rear of the vehicle, not less than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the vehicle, each of which, when lit, is plainly visible from the rear of the vehicle at a distance of 30 metres, with an illuminated lens area of not less than 75 square centimetres.

(4) In the case of a motor cycle the signal lamps must consist of—

(a) 2 lamps mounted on opposite sides of and equidistant from any point on the longitudinal axis of the motor cycle not less than 30 centimetres nor more than 75 centimetres apart and which, when lit, are plainly visible from both the front and the rear of the motor cycle at a distance of 30 metres; or

- (b) 4 lamps—
- (i) 2 of which are mounted on or towards the front of the motor cycle not less than 30 centimetres nor more than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the motor cycle which, when lit, are plainly visible from the front of the motor cycle at a distance of 30 metres; and
 - (ii) 2 of which are mounted on or towards the rear of the motor cycle not less than 30 centimetres nor more than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the motor cycle which, when lit, are plainly visible from the rear of the motor cycle at a distance of 30 metres.
- (5) In the case of a trailer the signal lamps must consist of 2 lamps mounted on or towards the rear of the trailer not less than 75 centimetres apart on opposite sides of and equidistant from any point on the longitudinal axis of the trailer, each of which, when lit, is plainly visible from the rear of the trailer at a distance of 30 metres.
- (6) A signal lamp must—
- (a) when in operation display regular intermittent flashes at a rate of not less than 60 nor more than 120 flashes a minute—
 - (i) of white or amber light where the lamps show to the front of the vehicle; and
 - (ii) of amber or red light where the lamps show to the rear of the vehicle (unless the vehicle was first registered on or after 1 January 1960, when the lamp must display an amber light only); and
 - (b) be fixed to the vehicle so that the centre of the lamp is not less than 40 centimetres nor more than 1.8 metres above ground level; and
 - (c) be capable of being controlled by a switch located so that by its means the driver of the vehicle, from a normal driving position, can readily operate a signal lamp to signal an intention to turn or diverge either right or left; and
 - (d) be equipped with an audible and visual tell-tell indicator positioned within the vehicle capable of clearly indicating to the driver, whilst in a normal driving position, that a signal lamp is operating.
- (7) If a vehicle is fitted with signal lamps displaying amber light only to the front and amber light only to the rear, it may be fitted with equipment controlled by a switch which will cause the signal lamps to flash simultaneously and regularly at the front and rear on both sides of the vehicle at a rate of not less than 60 and not more than 120 flashes a minute at any time the switch controlling the manner of flashing on both sides is in the 'on' position. The operation of signal lamps in this manner must be indicated to the driver by a visible and audible signal.
- (8) The directional indicators referred to in sub-clause (1) must—
- (a) consist of illuminated signs of amber colour with an illuminated length of not less than 15 centimetres and an illuminated breadth of not more than 50 millimetres and not less than 25 millimetres which—
 - (i) when in operation are retained in a horizontal position; and
 - (ii) when not in operation are retained in such a position as to be unlikely to mislead the driver of any other motor vehicle or any other person; and
 - (b) be fixed to the motor vehicle not less than 75 centimetres nor more than 2 metres above ground level on opposite sides of and equidistant from any point on the longitudinal axis of the vehicle in such a position that the driver of the motor vehicle whilst in a normal driving position can by direct view or by means of a mirror or other device fixed to the vehicle readily ascertain that the directional indicators are in operation; and
 - (c) be capable of being controlled by a switch so located that by its means the driver, from a normal driving position, can readily operate a directional indicator to signal an intention to turn or diverge either right or left.
- (9) In this clause and in clause 533 'when lit' means when lit either at night or during the day.

Fog Lamps

536. (1) A motor vehicle (not being a motor cycle) may have 2 fog lamps of approximately equal wattage fixed on opposite sides of the front of the vehicle so that the centres of the lamps are—
- (a) equidistant from the longitudinal axis of the motor vehicle; and
 - (b) not less than 60 centimetres apart.

- (2) A motor cycle may have one fog lamp.
- (3) A three motor vehicle which has one head lamp may have one fog lamp.
- (4) The following provisions apply in respect of a fog lamp on a motor vehicle, namely:
 - (a) the lamp must, when lit, show only white or amber light to the front of the motor vehicle; and
 - (b) the main beam of light from the lamp must be dipped; and
 - (c) the centre of the lamp must not be higher than the centre of any headlamp on the vehicle.

Interior Lighting

- 537. (1) A vehicle may have one or more lamps for the purpose of illuminating the interior of the vehicle for the convenience of the driver or of any other person in or entering or leaving the vehicle.
- (2) A lamp referred to in sub-clause (1) must not show any light other than that necessary for its purpose.

Prevention of Glare

- 538. A lamp fixed to a vehicle must be constructed and adjusted to diffuse efficiently the light of the lamp and prevent any glare which may adversely affect the vision of a person approaching or being approached by the vehicle.

LIGHTING EQUIPMENT—REFLECTORS

General Requirements for Reflectors

- 539. (1) A reflector fixed to a vehicle must be of such a nature that when between sunset and sunrise light from a dipped head lamp which complies with these Standards, is projected directly onto it from a distance not exceeding 45 metres it will show a red, amber or white reflection of light (as the case may be) which is clearly visible to the driver of the motor vehicle to which the head lamp is fixed.
- (2) A reflector fixed to the rear of a vehicle must be fixed so that—
 - (a) its centre—
 - (i) is not more than one metre above ground level; or
 - (ii) where the construction of the vehicle does not permit a reflector to be fixed at that height—is not more than 1.5 metres above ground level; and
 - (b) its centre above ground level is at the same height as the centre of any other rear reflector on the vehicle; and
 - (c) if the width of the vehicle to which the reflector is fixed—
 - (i) is 2.15 metres or more—no part of the vehicle projects on either side of the vehicle for more than 20 centimetres laterally beyond the centre of the reflector which is nearest to that side; or
 - (ii) is less than 2.15 metres—no part of the vehicle projects on either side of the vehicle for more than 40 centimetres laterally beyond the centre of the reflector which is nearest to that side.

Rear Reflectors—Car and Trailers, &c.

- 540. (1) One or more red reflectors must be fixed on each side of the rear of a motor vehicle (not being a motor cycle or a pole-type articulated vehicle), semi-trailer or trailer.
- (2) At least 4 red reflectors must be fixed to the rear-most cross bar or bolster of every pole-type articulated vehicle.

Rear Reflectors—Motor Cycles

- 541. A motor cycle must have one red reflector fixed to its rear.

Side Reflectors on Pole-type Articulated Motor Vehicles

- 542. Red reflectors must be fixed at intervals of not more than 1.2 metres along the entire length of the left-hand and right-hand faces of the pole of every pole-type articulated vehicle.

Front Reflectors

- 543. (1) There may be fixed to the front of a motor vehicle (not being a motor cycle) 2 reflectors capable of showing an amber or white reflection of light if they are fixed on each side of the front of the vehicle and their centres are—
 - (a) at the same height above ground level; and
 - (b) equidistant from the longitudinal axis of the motor vehicle; and

- (c) not less than 60 centimetres apart.
- (2) An amber or white reflector must be fixed to each side of—
 - (a) the front of the semi-trailer of an articulated vehicle not being a pole-type articulated vehicle; and
 - (b) the front of the foremost bolster of the semi-trailer of a pole-type articulated vehicle; and
 - (c) the front of any trailer the width of which is 2.15 metres or more.
- (3) The reflectors fixed to a vehicle in accordance with sub-clause (2) must be fixed so that—
 - (a) their centres—
 - (i) are at the same height above ground level; and
 - (ii) are not more than 1.5 metres above ground level; and
 - (b) no part of the vehicle projects laterally for more than 15 centimetres beyond the centre of a reflector on the side to which the reflector is fixed.

Unauthorized Lamps and Reflectors Not Allowed

544. A vehicle must not have fixed to it a lamp or reflector that is not required or permitted by these Standards except with the Authority's approval.

BRAKING EQUIPMENT

Braking System to Have Provision for Adjustments, &c.

545. The braking system of a motor vehicle, trailer or semi-trailer must have—
- (a) provision to adjust the brakes to take account of their normal wear; and
 - (b) provision to secure or lock the adjustment device over the whole of its effective range.

Brakes on Motor Vehicle

546. (1) Unless otherwise provided in these Standards, a motor vehicle (not being a motor cycle) must be equipped with—
- (a) a braking system comprising brakes fitted to all wheels of the vehicle and having 2 separate methods of actuation, the brakes being so arranged that, in the event of the failure of either method of actuation, there will remain effective braking on not less than 2 wheels; or
 - (b) 2 independent braking systems, one of which, when in operation, acts directly on not less than half the number of wheels of the vehicle, or, where the vehicle has less than 4 wheels, on 2 wheels.
- (2) The service brake of a braking system of a motor vehicle (not being a motor cycle) must, when applied, act directly on the wheels of the vehicle and not through its transmission.
- (3) The emergency brake of a braking system of a motor vehicle (not being a motor cycle) must—
- (a) be operated by a separate lever fitted with a ratchet or locking device capable of holding the lever in a desired position; and
 - (b) be capable of application only by direct mechanical action without the intervention of any hydraulic, electrical or pneumatic device.
- (4) If 2 independent braking systems are fitted to a motor vehicle they must be arranged so that, when either system is operated, the brakes will be applied to all the wheels on at least one axle of the motor vehicle.
- (5) This clause applies to a prime mover.

Brakes on Articulated Vehicle

547. (1) An articulated vehicle must be equipped with brakes operating on all wheels.
- (2) The brakes referred to in sub-clause (1) must be so arranged that they may be applied by the driver of the vehicle while retaining a normal driving position.

Brakes on Rigid Motor Vehicle with More than Two Axles

548. The mechanism controlling the service brake of a rigid motor vehicle with more than 2 axles must actuate the brakes on all wheels of the vehicle.

Brakes on Motor Cycle

549. A motor cycle must be equipped with—
- (a) 2 independent braking systems, one of which must be operated by a foot pedal and the other by a hand lever; or

- (b) one braking system which acts directly on both wheels of the motor cycle arranged so that, if a part of the system fails, effective braking remains on at least one wheel.

Brakes on Trailer

550. Unless specially exempted by the Authority, a commercial trailer which has 2 or more wheels and when unladen weighs 500 kilograms or more, must be equipped with brakes which operate on not less than 2 wheels on any one axle of the trailer, being brakes that are—

- (a) arranged so that the driver of a motor vehicle to which the trailer may be attached may apply the brakes while retaining a normal driving position; or
- (b) over-run brakes.

Vacuum or Air Brakes

551. (1) If—

- (i) vacuum operated brakes or air operated brakes are fitted to a motor vehicle; or
- (ii) vacuum assisted brakes or air assisted brakes are fitted to a motor vehicle—
 - (A) having an aggregate mass of 6 tonnes or more; or
 - (B) constructed for the carriage of passengers and with seating capacity for more than 12 adult persons—

there must be included in the braking system of the motor vehicle not less than one vacuum tank or one air storage tank (as the case requires).

(2) A vacuum tank or air storage tank referred to in sub-clause (1) must—

- (a) be so designed to ensure that if the engine stops or the source of vacuum or air fails the service brake can be applied at least twice at the standard required by clause 553; and
- (b) be provided with a visible or audible warning signal which indicates to the driver of the vehicle, while in a normal driving position, any loss or lack of vacuum or air to prevent at least 2 applications of the service brake at the standard required by clause 553; and
- (c) be safeguarded by a check valve or other device so that, if there is a failure or leakage in its connection to the source of vacuum or compressed air, the vacuum or air supply in the tank will not be depleted by the failure or leakage.

(3) A commercial trailer exceeding a gross mass of 2 tonnes and a semi-trailer must—

- (a) be equipped with brakes which automatically and promptly operate upon breakaway from the towing motor vehicle and remain in operation after breakaway for at least 15 minutes; and
- (b) if fitted with vacuum operated or air operated brakes, be equipped with a storage tank for vacuum or air (as the case may be); and
- (c) if fitted with an air operated braking system and first registered on or after 1 June 1962, be equipped with an air brake operating system designed so that the air supply tank required to be fitted is safeguarded against back flow of air through the supply line; and
- (d) be provided with a visible or audible warning signal which indicates to the driver of the motor vehicle while in a normal driving position any loss or lack of vacuum or air to prevent not less than one application of the brakes, which complies with the brake performance requirements specified by clause 553.

(4) Where brakes of the type referred to in sub-clause (1) are fitted to—

- (a) a motor vehicle intended to be used to tow a trailer; or
- (b) an articulated vehicle required to be equipped with brakes—

the vehicle to which they are fitted must be equipped with a means for providing that, if the trailer or semi-trailer breaks away, the service brakes of the vehicle will remain operative and capable of stopping the vehicle in the distance specified by clause 553.

(5) This clause applies unless any other provision is made by these Standards.

Over-run Brakes Not Permitted on Certain Trailers

552. Over-run brakes must not be fitted to a trailer the unladen mass of which exceeds one tonne except with the Authority's approval.

Performance Ability of Service Brake

553. A motor vehicle must, when travelling on a dry smooth paved surface free from loose material—

- (a) at a speed of 35 kilometres an hour—be capable of being stopped with one sustained application of the service brake within the distance specified in respect of that vehicle in column (2) of Table D; and
- (b) if travelling at any speed—be capable of being decelerated by one sustained application of the service brake at a sustained rate being not less than the rate specified in respect of that vehicle in column (3) of Table D.

Table D

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
<i>Gross mass of the motor vehicle</i>	<i>Centimetres to stop from 35 kilometres an hour</i>	<i>Deceleration in centimetres a second a second (to the nearest centimetre)</i>
<i>Less than 2500 kilograms</i>	<i>1100</i>	<i>430</i>
<i>2500 kilograms or more</i>	<i>1650</i>	<i>280</i>

554. ****

Performance Ability of Emergency Brake

555. (1) A motor vehicle (not being an articulated vehicle) must when travelling on a dry smooth paved surface free from loose material—

- (a) at a speed of 35 kilometres an hour—be capable of being stopped with one sustained application of the emergency brake within the distance specified in respect of that vehicle in column (2) of Table E; and
- (b) at any speed—be capable of being decelerated by one sustained application of the emergency brake at a sustained rate being not less than the rate specified in respect of that vehicle in column (3) of Table E.

Table E

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>
<i>Gross mass of the motor vehicle</i>	<i>Centimetres to stop from 35 kilometres an hour</i>	<i>Deceleration in centimetres a second a second (to the nearest centimetre)</i>
<i>Less than 2500 kilograms</i>	<i>2700</i>	<i>170</i>
<i>2500 kilograms or more</i>	<i>4050</i>	<i>110</i>

(2) The emergency brake of the prime mover of an articulated vehicle must be capable of holding the prime mover and semi-trailer stationary on any up-grade or down-grade highway.

556. ****

OTHER EQUIPMENT**Safety Windscreen Material, &c.**

557. (1) The transparent material forming the windscreen of a motor vehicle first registered on or after 1 July 1953, and manufactured after the year 1951, and any transparent material fitted to the windscreen of a motor vehicle after 1 July 1953, must be—

- (a) glass; or
- (b) material of a type approved by the Authority.

(2) Where the passenger compartment of a vehicle is separated from the driver wholly or partly by a screen or other structure in which transparent material is used—

- (a) that transparent material, where the motor vehicle was first registered on or after 1 July 1953; and

- (b) in the case of any other vehicle—any material fitted to the screen or structure, after 1 July 1953—
must be glass or material of a type approved by the Authority.
- (3) If glass is used for a purpose referred to in sub-clauses (1) or (2) it must—
- (a) where the vehicle was first registered on or after 1 July 1953 and manufactured after 1951 and before 1 January 1972—be of a type approved by the Authority; and
 - (b) where the vehicle was manufactured on or after 1 January 1972—comply with clause 661

Warning Instrument

558. (1) A motor vehicle must have a horn or other instrument capable of giving audible and sufficient warning of the approach or position of the vehicle.
- (2) A motor vehicle must not have fixed to it a siren, bell, exhaust whistle, compression whistle, repeater horn, or other device capable of producing a sound resembling the sound of a siren, bell, exhaust whistle, compression whistle or repeater except with the Authority's approval.

Windscreen Wiper

559. (1) A motor vehicle fitted with a windscreen must have attached to that windscreen a device which can remove moisture from the portion of the windscreen immediately in front of the driver of the vehicle to provide the driver with adequate vision of the roadway ahead of the vehicle.
- (2) A motor vehicle fitted with a windscreen and first registered on or after 1 January 1963 must have attached to that windscreen a device which can remove moisture from the portion of the windscreen immediately in front of the driver and the corresponding area to the left of the vertical centre line of the windscreen to provide adequate vision of the roadway ahead of the motor vehicle.
- (3) A device referred to in sub-clause (2) or (3) must—
- (a) be constructed and situated so that it can be controlled by the driver of the motor vehicle while in a normal driving position; and
 - (b) be operated by electrical, pneumatic or other continuous mechanical means; and
 - (c) if operated by engine manifold vacuum, be provided with a vacuum reservoir or pump to maintain its efficient operation while the vehicle is in motion.
- (4) A motor vehicle first registered on or after 1 September 1966 and required by this clause to be fitted with a windscreen wiper must have a device capable of directing water onto the exterior of the windscreen within the area swept by a wiper so that when the wiper is operated it will disperse the water to the whole area swept by the wiper.
- (5) The device referred to in sub-clause (5) must be capable of being operated by the driver while maintaining a normal driving position.
- (6) Sub-clauses (1), (2) and (4) do not apply to a motor vehicle equipped with a windscreen which permits the driver, while retaining a normal driving position, to obtain over the top, below or to the side of the windscreen adequate vision of the roadway ahead of the motor vehicle if the windscreen is obscured.
- (7) Sub-clause (2) does not apply to a motor vehicle equipped with a windscreen which does not extend to the left beyond the longitudinal centre line of the motor vehicle.

Rear Vision Mirror

560. (1) A motor vehicle must have a mirror which gives the driver of the vehicle a clear view of any following or overtaking vehicle and of the road to the rear of the vehicle.
- (2) In the following cases a mirror must be fixed to each side of the motor vehicle and may project not more than 15 centimetres beyond the side of the vehicle (excluding signalling devices), namely—
- (a) if the vehicle is designed for the carriage of goods or is a public commercial passenger vehicle, within the meaning of the *Transport Act* 1983, designed to carry not less than 8 passengers; or
 - (b) if because of the construction or equipment of the motor vehicle the driver could not by means of a mirror fixed to the inside of the motor vehicle have reflected to him a clear view of the road and of any following or overtaking vehicle.
- (3) A mirror fitted to a motor vehicle (not being a passenger car derivative) of 2 tonnes gross mass or over must have an area of at least 150 square centimetres.

Signalling Devices**561. (1) Where—**

- (a) the body work of a motor vehicle extends for a distance of 60 centimetres or more laterally to the right of the centre of the steering column of the vehicle; or
- (b) the construction of the vehicle prevents the driver from signalling by means of a hand signal an intention to turn or diverge the vehicle to the right or to stop or suddenly reduce the speed of the vehicle—

the vehicle must have a mechanical signalling device in accordance with this clause.

(2) A mechanical signalling device referred to in sub-clause (1) must—

- (a) be fixed to the right side of the vehicle in such a position that it can be readily operated by the driver of the motor vehicle from a normal driving position; and
- (b) consist of a white or yellow representation of the human hand, not less than 20 centimetres in length and not less than 10 centimetres in width, with the thumb and fingers extended and touching which is attached to an arm; and
- (c) be constructed so that the driver of the motor vehicle can readily cause it to be retained—
 - (i) in a neutral position so that it is unlikely to mislead the driver of any other vehicle or any person; and
 - (ii) in a horizontal position with the palm of the hand facing forward to signal an intention to turn or diverge right; and
 - (iii) with the palm of the hand facing forward and the fingers pointing upwards to signal an intention to stop or reduce speed suddenly.

(3) When retained in the positions described in sub-clauses (2) (c) (ii) and (iii) the complete hand must be clearly visible from both the front and the rear of the vehicle and beyond its sides at a distance of 30 metres.

(4) This clause does not apply to a motor vehicle fitted with a brake lamp, signal lamps or directional indicators in accordance with clause 533 or 535.

Fittings for Number Plates

562. (1) A motor vehicle (not being a motor cycle) must have securely fixed to its front a fitting which will enable the number plate required to be fixed to the front of the vehicle to be securely fixed to the vehicle in front of and parallel to its front axle and so that no part of the number plate is more than 1.2 metres above ground level.

(2) A motor vehicle (not being a motor cycle) or trailer must have securely fixed to its rear a fitting which will enable the number plate required to be fixed to the rear of the vehicle to be securely fixed to it so that no part of the number plate is more than 1.2 metres above ground level.

Fittings for Number Plates—Motor Cycle

563. (1) A motor cycle must have securely fixed to its rear a fitting which will enable the number plate required to be fixed to the rear of the motor cycle to be securely fixed to the motor cycle so that no part of the number plate is less than 30 centimetres or more than 90 centimetres above ground level.

(2) A motor cycle may in addition to the fitting referred to in sub-clause (1) have a similar fitting securely fixed in a similar manner to its front.

Seat Belt Anchorage Points—pre 1971 Vehicles**564. (1) In this clause—**

“**Anchorage point**” means a part of a vehicle designed to secure a seat belt anchor fitting to the vehicle.

“**Anchor fitting**” means the part of the seat belt designed to be attached to an anchorage point.

“**Floor**” means the lower part of a vehicle's body work which may include door sills and the lower part of the door pillar.

“**Motor vehicle**” does not include—

- (a) a motor cycle; or
- (b) an omnibus; or
- (c) a motor vehicle having a gross vehicle mass exceeding 4.5 tonnes; or

(e) a motor vehicle—

(i) manufactured between 1 January 1970 to 31 March 1970; and

(ii) in respect to which the Authority is satisfied that there are special reasons why seat belt anchorage points cannot be fitted in accordance with these Standards.

“Seat belt assembly” means an arrangement of straps, anchor fittings, securing buckle and adjusting devices capable of being anchored to a motor vehicle and designed to lessen the risk of injury to the wearer in the event of collision and may include devices for absorbing energy or for retracting the belt.

(2) In this clause the positions of the floor and side anchorage points are specified in relation to the H point determined by the use of the 90th percentile 3 dimensional manikin specified in the Society of Automotive Engineers Standard J826—Manikins for Use in Defining Vehicle Seating Accommodation, November 1962.

(3) A motor vehicle being a passenger car (including a station wagon) or utility first registered on or after 1 October 1964 must have securely fixed to its structure anchorage fittings which will enable a seat belt for the driver and a seat belt for one front seat passenger to be securely attached to the fittings.

(4) A motor vehicle manufactured on or after 1 January 1970 and before 31 December 1970 must have securely fixed to its structure seat belt anchorage points which will enable seat belts to be securely attached to the anchorage points—

(a) where individual front seats are provided—for each front seat position; and

(b) where a front bench seat is provided—for each complete multiple of 41 centimetres of the distance measured on a transverse line between the internal side walls of the motor vehicle.

(5) Anchorage points must be located—

(a) in the case of floor anchorage points—

(i) so that a line, through the H point, in a vertical plane parallel with the longitudinal axis of the vehicle, and which intersects the horizontal transverse line through the anchorage point, must be inclined to the horizontal at an angle within the range 15–90 degrees for all normal driving positions of the seat; and

(ii) so that the transverse distance between anchorage points must be not less than 35 centimetres except that where the structure or layout of the vehicle requires a lesser dimension a device may be fitted to ensure a belt spacing of not less than 35 centimetres (where such a device is provided it must be fitted while carrying out the test specified in sub-clause (8)); and

(b) in the case of side anchorage points—so that when the seat is in its rearmost and lowest position the points are at least 10 centimetres rearward of a vertical transverse plane through the H point and between horizontal planes located 40 centimetres and 70 centimetres respectively above the H point or they lie between 2 planes which intersect on a transverse line located 55 centimetres above and 12 centimetres rearward of the H point and which extend rearwards from this line at inclinations of 40 degrees above and below horizontal respectively; and

(c) so that with the seat belts correctly installed, abrasion or cutting of the seat belt webbing is not likely to occur as a result of contact with any part of the vehicle or seat structure during testing, normal use or in an accident.

(6) The design of the anchorage points must be such that—

(a) the seat belts may be readily replaced; and

(b) where a threaded hole is provided, the hole is threaded with 7/16–20 UNF–2B to Australian Standard B133—Unified Screw Threads; and

(c) the anchorage points are protected against corrosion with a zinc-rich primer or other method proved to be at least as effective.

(7) Anchorage points must be tested with the doors of the motor vehicle opened or removed and with the appropriate seats installed and located in the rearmost position, except that—

(a) anchorage points may be tested with the doors of the motor vehicle closed if it is established that the strength of the door latches and hinges are such that the doors would remain closed in an accident; and

- (b) where the angle of the test load is more than 40 degrees, seats may be removed; and
 - (c) where the line of pull does not interfere with the seat back the seat back may be removed.
- (8) Anchorage points must be tested as follows:
- (a) each pair of floor anchorage points for each seat belt required to be fitted must be tested simultaneously using attachments representative of each seat belt provided. The attachments must pass around appropriate body blocks to which test loads not less than 2.3 tonnes force must be applied in a forward direction each at an angle of between 5 and 50 degrees above the horizontal in a vertical plane parallel with the longitudinal axis of the vehicle. The test loads must be applied over a period of not less than 0.5 seconds and sustained for a period of at least 1 second;
 - (b) each pair comprising a side anchorage point and the appropriate inboard floor anchorage point for each seat belt required to be fitted must be tested simultaneously using attachments representative of each seat belt provided. The attachments must pass around appropriate body blocks to which test loads of not less than 1.82 tonnes force must be applied in a forward direction each at an angle between 0 and 20 degrees above the horizontal in a vertical plane parallel with the longitudinal axis of the vehicle. The point of loading of the body block must be as near as practicable to the mean height of the anchorages. The test loads must be applied over a period of not less than 0.5 seconds and sustained for a period of at least 1 second; and
 - (c) if 2 seat belts are required to be fitted the tests required in paragraphs (a) and (b) may be replaced by a simultaneous test of one pair of floor anchorage points and a pair comprising the side anchorage points and the appropriate inboard floor anchorage point of the other seating position. The necessary loads, angles of pull and period of loading must be the same as required in paragraphs (a) and (b).
- (9) Anchorage points comply with the standard if they sustain the test loads for the required time. Permanent deformation of any anchorage point or its surrounding area does not constitute a failure to comply but the failure of a spacing device, if fitted, does.

Seat Belts—Section 31C (1) (6) Motor Car Act 1958

565. A motor vehicle referred to in section 31C (1) (b) of the *Motor Car Act 1958*, must be fitted with seat belts in accordance with Regulation 565 of the Motor Car Regulations 1984.

Seat Belts—Section 31AA Motor Car Act 1958

566. (2) A motor vehicle referred to in section 31AA of the *Motor Car Act 1958* must be fitted with seat belts which comply with Regulation 566 of the Motor Car Regulations 1984.

567. ****

Mudguards for Motor Vehicles, Trailers, &c.

568. (1) A motor vehicle (not being a motor cycle) trailer or semi-trailer must have firmly fixed to it a mudguard for each wheel on its foremost axle.

(2) Sub-clause (1) does not apply to—

- (a) a tractor; or
- (b) a straddle truck, fork-lift or similar vehicle on which it is unnecessary or impracticable to provide a mudguard.

(3) A motor vehicle (not being a motor cycle) trailer or semi-trailer must have firmly fixed to it a mudguard for each wheel on its rearmost axle.

(4) Sub-clause (3) does not apply to—

- (a) a tractor; or
- (b) a motor vehicle with a body of the tray type if the rearmost portion of the tray is below the level of the top of the tyres on the rearmost wheels; or
- (c) a straddle truck, fork-lift truck or similar vehicle on which it is unnecessary or impracticable to provide a mudguard; or
- (d) a motor vehicle or trailer, the body of which affords adequate protection against mud or water being thrown up to the rear of the vehicle.

Mudguards for Motor Cycles

569. There must be firmly fixed to a motor cycle a mudguard for its rearmost wheel and, if a side-car is attached, another mudguard for the wheel on the left side of the side-car.

Width and Position of Mudguards on Certain Vehicles

570. A mudguard fixed to a motor vehicle, trailer or semi-trailer which is 2.15 metres wide or more must—

- (a) be not less than the overall width of the wheel or wheels for which it is provided; and
- (b) if the vehicle has a body of the tray type—be not less than 38 centimetres wide; and
- (c) be fixed in such a position that, when the vehicle is unladen, the height of the lowest edge of the mudguard complies with Table F.

Table F.

<i>Column 1</i>	<i>Column 2</i>
<i>Horizontal distance of the lowest edge of the mudguard from a vertical plane passing through the centres of the wheels on the rearmost axle</i>	<i>Maximum height of the lowest edge of the mudguard above ground level</i>
	Centimetres
Not over 60 centimetres	15
Over 60 centimetres but not over 75 centimetres	20
Over 75 centimetres but not over 90 centimetres	25
Over 90 centimetres but not over 105 centimetres	30
Over 105 centimetres but not over 120 centimetres	35
Over 120 centimetres but not over 135 centimetres	40
Over 135 centimetres	45

White or Silver Mudguards on Certain Vehicles

571. The external surface of a mudguard which is visible to the rear of a motor vehicle, trailer or semi-trailer must be white or silver in colour if the vehicle is 2.15 metres wide or more and has a body of the tray type.

White or Silver Band Required on Rear of Certain Vehicles

572. A white or silver horizontal band having a uniform depth of at least 75 millimetres must be painted or displayed across the full width of the rearmost portion of the tray of a motor vehicle, trailer or semi-trailer which is 2.15 metres wide or more and has a body of the tray type.

White or Silver Mudguards or Bands to be Clean

573. White or silver mudguards or bands required under clauses 571 and 572 must be clean and in good condition.

Particulars of Mass and Ownership to be Displayed on Certain Vehicles

574. A motor vehicle, trailer or semi-trailer must comply with the requirements of section 33 (1F) of the *Motor Car Act* 1958 and Regulation 574 of the *Motor Car Regulations* 1984.

Crank Case Gases

575. A motor vehicle (other than a motor cycle) first registered on or after 1 July 1970 and powered by a petrol engine must be constructed or fitted to prevent crank case gases from escaping into the atmosphere.

576. ****

577. ****

PART 6—COMPLIANCE WITH AUSTRALIAN DESIGN RULES**Seat Belt Anchorage Points**

601. (1) In this clause "motor vehicle" does not include—

- (a) a motor cycle; or
- (b) an omnibus; or
- (c) a motor vehicle having a gross vehicle mass exceeding 4.5 tonnes; or
- (d) a motor vehicle—
 - (i) manufactured between 1 January 1971 to 31 March 1971; and

- (ii) with respect to which the Authority is satisfied that there are special reasons why the seat belt anchorage points cannot be fitted in accordance with these standards.

(2) A motor vehicle manufactured on or after 1 January 1971, must have securely fixed to its structure seat belt anchorage points which will enable seat belts to be securely attached for each seating position in the vehicle.

(3) If bench seats are provided in the motor vehicle the number of seating positions for the purpose of this clause is the number of complete multiples of 41 centimetres measured on a transverse line between the internal side walls of the vehicle.

(4) The seat belt anchorage points referred to in sub-clause (2) must comply with Australian Design Rule No. 5A for Seat Belt Anchorage Points.

Seat Belt Anchorage Points—Vehicle Manufactured on or after 1 January 1975

602. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1975 must have seat belt anchorage points which comply with Australian Design Rule No. 5B for Seat Belt Anchorage Points.

Seat Belts—Vehicles Manufactured on or after 1 April 1974

603. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 April 1974 must have safety belts which comply with Australian Design Rule No. 4A for Seat Belts.

Seat Belts—Vehicles Manufactured on or after 1 August 1975

604. A motor vehicle (not being a motor cycle, an omnibus or a vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 August 1975 must have seat belts which comply with Australian Design Rule No. 4B for Seat Belts.

Seat Belts—Vehicles Manufactured on or after 1 January 1976

605. A passenger car, passenger car derivative or multi-purpose passenger car, manufactured on or after 1 January 1976, must have seat belts which comply with Australian Design Rule No. 4C for Seat Belts.

Seat Belts—Vehicles Manufactured on or after 1 July 1976

606. A motor vehicle (not being a motor cycle, an omnibus or a vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 July 1976 must have seat belts which comply with Australian Design Rule No. 4C for Seat Belts.

Seat Belts—Vehicles Manufactured on or after 1 July 1978

607. A motor vehicle (not being a motor cycle, passenger car, passenger car derivative, multi-purpose passenger car, omnibus or a vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 July 1978, must have seat belts which comply with Australian Design Rule No. 4C for Seat Belts as amended by the substitution of sub-clause 4C.7.3 (iv) for 4C.7.3 (iii).

Seat Belts—Vehicles Manufactured on or after 1 January 1979

608. A motor vehicle (not being a motor cycle, omnibus or a vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 January 1979, and being a passenger car, passenger car derivative or multi-purpose passenger car, must have seat belts which comply with Australian Design Rule No. 4C for Seat Belts as amended by the substitution of sub-clause 4C.7.3 (iv) for sub-clause 4C.7.3 (iii).

Seat Belts for Heavy Vehicles—Manufactured on or after 1 July 1977

609. A motor vehicle (not being an omnibus) manufactured on or after 1 July 1977, and having a gross vehicle mass exceeding 4.5 tonnes must have seat belts which comply with Australian Design Rule No. 32A for Seat Belts for Heavy Vehicles.

Seat Belts for Heavy Vehicles—Manufactured on or after 1 July 1980

610. A motor vehicle (not being an omnibus) manufactured on or after 1 July 1980 and having a gross vehicle mass exceeding 4.5 tonnes must have seat belts which comply with Australian Design Rule No. 32A for Seat Belts for Heavy Vehicles.

Seat Anchorages—Passenger Car Manufactured on or after 1 January 1971

611. A passenger car manufactured on or after 1 January 1971 must have seat anchorages which comply with Australian Design Rule No. 3 for Seat Anchorages for Motor Vehicles.

Seat Anchorages—Certain Vehicles Manufactured on or after 1 January 1972 and 1973

612. A passenger car derivative manufactured on or after 1 January 1972 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have seat anchorages which comply with Australian Design Rule No. 3 for Seat Anchorages for Motor Vehicles.

Seat Anchorages—Passenger Car Manufactured on or after 1 January 1977

613. A passenger car manufactured on or after 1 January 1977 must have seat anchorages which comply with Australian Design Rule No. 3A for Seat Anchorages for Motor Vehicles.

Child Restraint Anchorages—Passenger Car Manufactured on or after 1 July 1976

614. A passenger car manufactured on or after 1 July 1976 not equipped with hinged or folding rear seats must have child restraint anchorages which comply with Australian Design Rule No. 34 for Child Restraint Anchorages.

Child Restraint Anchorages—Passenger Car Manufactured on or after 1 January 1977

615. A passenger car manufactured on or after 1 January 1977 must have child restraint anchorages which comply with Australian Design Rule No. 34 for Child Restraint Anchorages.

Hydraulic Brake Hoses—Vehicle Manufactured on or after 1 January 1970

616. A motor vehicle manufactured on or after 1 January 1970 having an hydraulic braking system must have hydraulic brake hose assemblies which comply with Australian Design Rule No. 7 for Hydraulic Brake Hoses.

Hydraulic Braking Systems—Vehicle Manufactured on or after 1 January 1977

617. A passenger car manufactured on or after 1 January 1977 and equipped with hydraulic service brakes must have a hydraulic braking system which complies with Australian Design Rule No. 31 for Hydraulic Braking Systems.

Motor Cycle Brake Systems—Vehicle Manufactured on or after 1 May 1978

618. A motor cycle manufactured on or after 1 May 1978, must have a braking system which complies with Australian Design Rule No. 33 for Motor Cycle Brake Systems.

Commercial Vehicle Braking Systems—Certain Vehicles Manufactured on or after 1 January 1979

619. A passenger car derivative manufactured on or after 1 January 1979, must have a braking system which complies with Australian Design Rule No. 35 for Commercial Vehicle Braking Systems.

Commercial Vehicle Braking Systems—Certain Vehicles Manufactured on or after 1 July 1979

620. A motor vehicle (not being a passenger car, a motor vehicle exceeding 4.5 tonnes gross vehicle mass, a motor cycle or an articulated vehicle), manufactured on or after 1 July 1979, must have a braking system which complies with Australian Design Rule No. 35 for Commercial Vehicle Braking Systems.

Commercial Vehicle Braking Systems—Certain Vehicles Manufactured on or after 1 July 1980

621. A motor vehicle (not being a passenger car, a passenger car derivative, a motor cycle or an articulated vehicle) manufactured on or after 1 July 1980 must have a braking system which complies with Australian Design Rule No. 35A for Commercial Vehicle Braking Systems.

Commercial Vehicle Braking System—Certain Vehicles Manufactured on or after 1 January 1981

622. A motor vehicle (not being a passenger car, a motor cycle or an articulated vehicle) manufactured on or after 1 January 1981, must have a braking system which complies with Australian Design Rule No. 35A for Commercial Vehicle Braking Systems.

Emission Control—Passenger Car Manufactured on or after 1 January 1972

623. A passenger car manufactured on or after 1 January 1972 must comply with Australian Design Rule No. 26 for Vehicle Engine Emission Control.

Emission Control—Passenger Car Manufactured on or after 1 April 1974

624. A passenger car manufactured on or after 1 April 1974 must comply with Australian Design Rule No. 27 for Vehicle Engine Emission Control.

Emission Control—Passenger Car etc. Manufactured on or after 1 July 1976

625. A passenger car or passenger car derivative, manufactured on or after 1 July 1976, equipped with a petrol fuelled spark ignition internal combustion engine having a displacement of 850 millilitres or more, must comply with Australian Design Rule No. 27A for Vehicle Emission Control.

Diesel Engine Exhaust Smoke Emission—Vehicles Manufactured on or after 1 July 1976

626. A diesel powered motor vehicle manufactured on or after 1 July 1976, must comply with Australian Design Rule No. 30 for Diesel Engine Exhaust Smoke Emissions.

Exhaust Control Emission—Vehicles Manufactured on or after 1 July 1978

627. A petrol fuelled motor vehicle (not being a passenger car, passenger car derivative, multi-purpose passenger car, motor vehicle with an engine displacement of less than 850 millilitres, motor cycle or a motor vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 July 1978, must comply with Australian Design Rule No. 36 for Exhaust Emission Control for Heavy Duty Vehicles.

Exhaust Control Emission—Multi-purpose Passenger Car Manufactured on or after 1 January 1979

628. A motor vehicle (not having an engine displacement of less than 850 millilitres) manufactured on or after 1 January 1979, being a petrol fuelled, multi-purpose passenger car, must comply with Australian Design Rule No. 36 for Exhaust Emission Control for Heavy Duty Vehicles.

Exhaust Control Emission—Vehicles Manufactured on or after 1 July 1979

629. A petrol fuelled motor vehicle (not being a passenger car, a passenger car derivative, a motor vehicle with an engine displacement of less than 850 millilitres of a motor cycle), manufactured on or after 1 July 1979, must comply with Australian Design Rule No. 36 for Exhaust Emission Control for Heavy Duty Vehicles.

Noise—Vehicles Manufactured on or after 1 April 1974

630. A passenger car derivative or multi-purpose passenger car manufactured on or after 1 April 1974 must comply with Australian Design Rule No. 28 for Motor Vehicle Noise.

Noise—Vehicles Manufactured on or after 1 August 1975

631. A motor vehicle manufactured on or after 1 August 1975 must comply with Australian Design Rule No. 28 for Motor Vehicle Noise.

Noise—Vehicles Manufactured on or after 1 July 1980

632. A motor vehicle (not being a passenger car, a passenger car derivative, a multi-purpose passenger car or a motor cycle) manufactured on or after 1 July 1980 must comply with Australian Design Rule No. 28A for Motor Vehicle Noise.

Noise—Vehicles Manufactured on or after 1 January 1981

633. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1981, must comply with Australian Design Rule No. 28A for Motor Vehicle Noise.

Instrument Panels—Vehicles Manufactured on or after 1 January 1973

634. A passenger car or passenger car derivative manufactured on or after 1 January 1973 must have instrument panels which comply with Australian Design Rule No. 21 for Instrument Panels.

Instruments—Location and Visibility—Vehicles Manufactured on or after 1 January 1973

635. A passenger car or passenger car derivative manufactured on or after 1 January 1973 must have instrument panels in a location which complies with Australian Design Rule No. 18 for Location and Visibility of Instruments.

Instruments—Location and Visibility—Vehicles Manufactured on or after 1 January 1981

636. A passenger car or passenger car derivative manufactured on or after 1 January 1981 must have instrument panels in a location which complies with Australian Design Rule No. 18A for Location and Visibility of Instruments.

Reversing Signal Lamps—Vehicles Manufactured on or after 1 January 1972

637. A passenger car or passenger car derivative manufactured on or after 1 January 1972 must have reversing signal lamps which comply with Australian Design Rule No. 1 for Reversing Signal Lamps.

Reversing Signal Lamps—Vehicles Manufactured on or after 1 August 1975

638. A motor vehicle (not being a motor cycle) manufactured on or after 1 August 1975 must have reversing signal lamps which comply with Australian Design Rule No. 1 for Reversing Signal Lamps.

Direction Turn Signal Lamps—Vehicles Manufactured on or after 16 January 1974

639. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 16 January 1974 must have direction turn signal lamps which comply with Australian Design Rule No. 6 for Direction Turn Signal Lamps.

Direction Turn Signal Lamps—Vehicles Manufactured on or after 1 July 1981

640. A motor vehicle manufactured on or after 1 July 1981, and having a gross vehicle mass exceeding 4.5 tonnes must have direction turn signal lamps which comply with Australian Design Rule No. 6A for Direction Turn Signal Lamps.

Anti-theft Locks—Vehicles Manufactured on or after 1 January 1972 and 1973

641. A passenger car or passenger car derivative manufactured on or after 1 January 1972 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have an anti-theft lock which complies with Australian Design Rule No. 25 for Anti-theft Locks.

Anti-theft Locks—Vehicles Manufactured on or after 1 May 1978

642. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 May 1978 must have an anti-theft lock which complies with Australian Design Rule No. 25A for Anti-theft Locks.

Head Restraints—Vehicles Manufactured on or after 1 January 1973

643. A passenger car or passenger car derivative manufactured on or after 1 January 1973 must have head restraints which comply with Australian Design Rule No. 22 for Head Restraints.

Head Restraints—Vehicles Manufactured on or after 1 April 1974

644. A multi-purpose passenger car manufactured on or after 1 April 1974 must have head restraints which comply with Australian Design Rule No. 22 for Head Restraints.

Head Restraints—Vehicles Manufactured on or after 1 January 1975

645. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1975 must have head restraints which comply with Australian Design Rule No. 22A for Head Restraints.

Tyres—Vehicles Manufactured on or after 1 January 1973

646. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1973 must have tyres which comply with Australian Design Rule No. 24 for Tyre Selection.

Tyres—Vehicles Manufactured on or after 1 January 1975

647. A passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1975 and not having passenger car tyres must have tyres which comply with Australian Design Rule No. 24 for Tyre Selection.

Tyres—Vehicles Manufactured on or after 1 April 1974

648. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 1 April 1974 must have Tyres which comply with Australian Design Rule No. 23 for New Pneumatic Passenger Car Tyres except where the tyres on a passenger car derivative or multi-purpose passenger cars are labelled as suitable for light trucks by the designation L.T. or similar.

Windscreen Demisters—Certain Vehicles Manufactured on or after 1 January 1971

649. (1) This clause applies to—

- (a) a passenger car manufactured on or after 1 January 1971; and
- (b) a passenger car derivative or multi-purpose passenger car manufactured on or after 1 January 1973; and
- (c) a motor vehicle (not being a motor cycle, omnibus or motor vehicle exceeding 4.5 tonnes gross vehicle mass) manufactured on or after 1 July 1973; and
- (d) a motor vehicle (not being a motor cycle or omnibus) manufactured on or after 1 July 1976.

(2) A vehicle to which this clause applies must have windscreen demisting equipment which complies with Australian Design Rule No. 15 for Demisting of Windscreens.

650. ****

Windscreen Wipers—Vehicles Manufactured on or after 1 January 1973

651. A passenger car or passenger car derivative manufactured on or after 1 January 1973 must have windscreen wipers and washers which comply with Australian Design Rule No. 16 for Windscreen Wipers and Washers.

Windscreen Wipers—Vehicles Manufactured on or after 1 April 1974

652. A multi-purpose passenger car manufactured on or after 1 April 1974 must have windscreen wipers and washers which comply with Australian Design Rule No. 16 for Windscreen Wipers and Washers.

Side Door Strength—Vehicles Manufactured on or after 1 January 1977

653. A passenger car manufactured on or after 1 January 1977 must have side doors which comply with Australian Design Rule No. 29 for Side Door Strength.

Door Latches and Hinges—Vehicles Manufactured on or after 1 January 1971 and 1 January 1973

654. A passenger car or passenger car derivative manufactured on or after 1 January 1971 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have side door latches and side door retention components which comply with Australian Design Rule No. 2 for Door Latches and Hinges.

Door Latches and Hinges—Vehicles Manufactured on or after 1 August 1975

655. A motor vehicle (not being a motor cycle or an omnibus) manufactured on or after 1 August 1975 must have side door latches and side door retention components which comply with Australian Design Rule No. 2 for Door Latches and Hinges.

Steering Columns—Vehicles Manufactured on or after 1 January 1971

656. A passenger car or passenger car derivative manufactured on or after 1 January 1971 must be constructed so that its steering column complies with Australian Design Rule No. 10A for Steering Columns.

Steering Columns—Vehicles Manufactured on or after 1 January 1973

657. A passenger car or passenger car derivative manufactured on or after 1 January 1973 must be constructed so that its steering column complies with Australian Design Rule No. 10B for Steering Columns.

Internal Sun Visors—Vehicles Manufactured on or after 1 January 1972 and 1 January 1973

658. A passenger car or passenger car derivative manufactured on or after 1 January 1972 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have internal sun visors which comply with Australian Design Rule No. 11 for Internal Sun Visors.

Glare Reduction—Vehicles Manufactured on or after 16 January 1974

659. A passenger car, passenger car derivative or multi-purpose passenger car manufactured on or after 16 January 1974 must comply with Australian Design Rule No. 12 for Glare Reduction in Field of View.

Rear Vision Mirrors—Vehicles Manufactured on or after 1 January 1972 and 1 January 1973

660. A passenger car or passenger car derivative manufactured on or after 1 January 1972 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have rear vision mirrors which comply with Australian Design Rule No. 14 for Rear Vision Mirrors.

Safety Glass—Vehicles Manufactured on or after 1 January 1972

661. A motor vehicle (other than a motor cycle) manufactured on or after 1 January 1972 must comply with Australian Design Rule No. 8 for Safety Glass.

Safety Rims—Vehicles Manufactured on or after 1 January 1971 and 1 January 1973

662. A passenger car or passenger car derivative manufactured on or after 1 January 1971 and a multi-purpose passenger car manufactured on or after 1 January 1973 must have safety rims which comply with Australian Design Rule No. 20 for Safety Rims incorporated in each of its wheels which comes into contact with the ground.

Automatic Transmissions—Vehicles Manufactured on or after 1 January 1972 and before 1 January 1976

663. A motor vehicle (not being a motor cycle) manufactured on or after 1 January 1972 and before 1 January 1976 equipped with an automatic transmission must comply with Australian Design Rule No. 9 for Standard Controls for Automatic Transmissions.

664. ****

Fuel Systems—Goods Vehicles—Manufactured on or after 1 August 1975

665. A motor vehicle (not being a motor cycle, passenger car, passenger car derivative, multi-purpose passenger car, omnibus or vehicle the gross vehicle mass of which does not exceed 4.5 tonnes) which uses liquid fuel and which was manufactured on or after 1 August 1975 must comply with Australian Design Rule No. 17 for Fuel Systems for Goods Vehicles.

L.P.G. Vehicles—Modified, &c. before 1 May 1980

666. (1) This clause applies to—
- (a) a motor vehicle which was modified, converted or altered before 1 May 1980 so as to become capable of being powered by liquefied petroleum gas; and
 - (b) to a motor vehicle manufactured before 1 May 1980 which when manufactured was capable without modification of being powered by liquefied petroleum gas.
- (2) A motor vehicle to which this clause applies must comply with the relevant provisions of AS 1425-1973.
- (3) In this clause—
- (a) "AS 1425-1973" means the Australian Standard Rules for the Use of LP Gas in Internal Combustion Engines published by the Standards Association of Australia in 1973; and
 - (b) a reference to the relevant provisions of AS 1425-1973 is, subject to this clause, a reference to all the provisions of sections 1, 2, 3 and 4 of AS 1425-1973 except Rules 1.2, 1.3.6, 1.4, 2.4, 2.5.2 and the whole of Rule 2.8.
- (4) For the purposes of this clause—
- (a) references in Rules 1.3.1 and 1.3.2 of AS 1425-1973 to the "Statutory Authority" are deemed to be references to the Authority; and
 - (b) references in AS 1425-1973 to liquefied petroleum gas have the same meaning as references in these Standards to liquefied petroleum gas; and
 - (c) a reference in AS 1425-1973 to an Australian Standard mentioned in Column 1 of Table G is to be construed as a reference to the Australian Standard appearing opposite it in Column 2 of that Table, and a reference in AS 1425-1973 to a particular provision of an Australian Standard mentioned in Column 1 of the Table is to be construed as a reference to the corresponding provision of the Australian Standard appearing opposite it in Column 2 of the Table.

Table G

Column 1	Column 2
AS CB4	AS 2030
AS CB20	AS 1596

- (d) AS 1425-1973 is to be construed as if—
- (i) paragraph (c) of Rule 2.1 did not permit the use of a fuel container with a design pressure of less than 2.55 MPa; and
 - (ii) the word 'inverted' appearing in sub-paragraphs (i) and (ii) of paragraph (a) of Rule 2.3.3.2 were deleted; and
 - (iii) the Notes appearing immediately after Rules 2.5.1.4, 3.1.2.1, 3.1.4 and 4.2 were part of AS 1425-1973; and
 - (iv) the word 'should' appearing in Rules 3.1.7 and 3.1.8 and in the Notes appearing immediately after Rules 3.1.2.1 and 3.1.4 were the word 'must'.
- (5) The Authority may from time to time approve variations of Rules contained in AS 1425-1973 and a motor vehicle which complies with AS 1425-1973 as varied by the Authority is to be deemed to comply with sub-clause (2).
- (6) A motor vehicle to which this clause applies must not have mounted on its roof as part of a fuel system of the motor vehicle a fuel container used or intended to be used or manufactured for the purpose of being used for storing liquefied petroleum gas.

L.P.G. Vehicles—Modified, &c., on or after 1 May 1980 and before 1 March 1983

667. (1) The clause applies to—
- (a) a motor vehicle which on or after 1 May 1980 but before 1 March 1983 was modified, converted or altered so as to become capable of being powered by liquefied petroleum gas; and

- (b) a motor vehicle manufactured on or after 1 May 1980 but before 1 March 1983 which, when manufactured, was capable, without modification, of being powered by liquefied petroleum gas.
- (2) A motor vehicle to which this clause applies must comply with the relevant provisions of AS 1425-1979.
- (3) In this clause—
 - (a) 'AS 1425-1979' means the Australian Standard Rules for the Use of LP Gas in Internal Combustion Engines published by the Standards Association of Australia in 1979; and
 - (b) a reference to the relevant provisions of AS 1425-1979 is, subject to this clause, a reference to all the provisions of sections 1, 2, 3 and 4 of AS 1425-1979 except Rules 1.2, 1.3.6, 1.4 and the whole of Rule 2.6.
- (4) For the purposes of this clause—
 - (a) references in Rules 1.3.1 and 1.3.2 of AS 1425-1979 to the 'Statutory Authority' are to be deemed to be references to the Authority; and
 - (b) references in AS 1425-1979 to liquefied petroleum gas have the same meaning as references in these Standards to liquefied petroleum gas; and
 - (c) AS 1425-1979 is to be construed as if—
 - (i) Rule 2.1 did not permit the use of a fuel container of a colour other than white, silver or silver-grey and as if paragraph (c) of that Rule did not permit the use of a fuel container with a design pressure of less than 2.55 MPa; and
 - (ii) the expression '3L/min' appearing in paragraph (c) of Rule 2.3.3.1 were the expression '6L/min'; and
 - (iii) the notice which is required to be displayed by paragraph (d) of Rule 2.3.4 read: 'STOP FILLING WHEN LIQUID APPEARS'; and
 - (iv) the notes appearing immediately after Rules 1.5 (d), 2.3.5, 2.5.2 (c), 4.1 and 4.2 were part of AS 1425-1979; and
 - (v) the word 'should' appearing in Rules 3.1.7 and 3.1.8 were the word 'must'.
- (5) The Authority may from time to time approve variations of the Rules contained in AS 1425-1979 and a motor vehicle which complies with AS 1425-1979 as varied by the Authority is to be deemed to comply with sub-clause (2).
- (6) A motor vehicle to which this clause applies must not have mounted on its roof as part of a fuel system of the motor vehicle a fuel container used or intended to be used or manufactured for the purpose of being used for storing liquefied petroleum gas.

L.P.G. Vehicles—Modified before 1 May 1980 to a Later Standard

668. (1) A motor vehicle to which clause 666 applies is to be deemed to comply with clause 666 (2) if—
- (a) it complies with the relevant provisions of AS 1425-1979; or
 - (b) where, pursuant to clause 667 (5), the Authority has approved variations of any of the Rules contained in the relevant provisions of AS 1425-1979, it complies with the relevant provisions of AS 1425-1979 as so varied.
- (2) In this clause references to AS 1425-1979 and to the relevant provisions of AS 1425-1979 are to be construed in the same way as those references are to be construed in clause 667.

L.P.G. Vehicles—Modified, &c. on or after 1 March 1983

669. (1) This clause applies to—
- (a) a motor vehicle which on or after 1 March 1983 was or is modified, converted or altered so as to become powered by liquefied petroleum gas; and
 - (b) a motor vehicle manufactured on or after 1 March 1983, which, when manufactured, was or is capable without modification of being powered by liquefied petroleum gas.
- (2) A motor vehicle to which this clause applies must comply with the relevant provisions of AS 1425-1982.
- (3) In this clause—
- (a) 'AS 1425-1982' means the Australian Standard for LP Gas Fuel Systems for Vehicle Engines published by the Standards Association of Australia on 8 November 1982; and

- (b) a reference to the relevant provisions of AS 1425-1982 is a reference to all the provisions of sections 1, 2, 3 and 4 of AS 1425-1982 except clauses 1.3, 3.3.4 and 4.5.
- (4) For the purposes of this clause—
- (a) the references in clauses 1.5.1. and 1.5.2 of AS 1425-1982 to the 'Statutory Authority' and to the 'Authority' are to be construed as references to the Authority; and
 - (b) references in AS 1425-1982 to liquefied petroleum gas have the same meaning as references in these Standards to liquefied petroleum gas; and
 - (c) AS 1425-1982 is to be construed as if the notes appearing immediately after clause 3.6.3 (e) (Note 1 only) and clause 3.7.2 (a) were part of AS 1425-1982.
- (5) The Authority may from time to time approve variations of the provisions of AS 1425-1982 and a motor vehicle which complies with AS 1425-1982 as varied by the Authority is to be deemed to comply with sub-clause (2).
- (6) A motor vehicle to which this clause applies must not have mounted on its roof as part of a fuel system of the motor vehicle a fuel container used or intended to be used or manufactured for the purpose of being used for storing liquefied petroleum gas.
- L.P.G. Vehicles—Modified, &c. between 1 May 1980 and 1 March 1983 to a Later Standard**
670. (1) A motor vehicle to which clause 667 applies is to be deemed to comply with clause 667 (2) if—
- (a) it complies with the relevant provisions of AS 1425-1982; or
 - (b) where, pursuant to clause 669 (5), the Authority has approved variations of any of the relevant provisions of AS 1425-1982 it complies with the relevant provisions of AS 1425-1982 as varied.
- (2) In this clause references to AS 1425-1982 and to the relevant provisions of AS 1425-1982 are to be construed in the same way as those references are to be construed in clause 669.
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